

Bonsall



East Vista Way and SR-76
Intersection



Old Highway 395



Camino del Rey and Old River
Road Intersection

Overview

The key challenge in Bonsall is to provide a Circulation Element (CE) road network that accommodates high levels of regional traffic while retaining many of the rural community's two-lane roads. In the past, the Bonsall Community Sponsor Group expressed concern over road issues, particularly congestion and safety. Regional traffic passing through the community is a major concern, particularly on State Route 76 and East Vista Way, leading to Oceanside and Vista. The Sponsor Group is also concerned about congestion on east-west roads, particularly Gopher Canyon Road, which carries traffic to and from Interstate 15 and the coastal communities.

Although Bonsall's proposed network of two-lane roads will accommodate local traffic, fully accommodating regional traffic from Riverside County will be a challenge. The proposed CE road network, which is supported by the Bonsall Sponsor Group, utilizes four roadways—Interstate 15, State Route 76, Gopher Canyon Road, and East Vista Way—to carry regional traffic through the Bonsall community. Because environmental constraints limit the widening of State Route 76 in some segments, the unmet demand for east-west travel will be handled by Gopher Canyon Road. If current growth trends in Riverside County continue, then widening Interstate 15 by four or more lanes will be an important component to resolving congestion on Old Highway 395, which parallels the freeway.

Sponsor Group Preferences

The Sponsor Group endorsed the proposed road network with one exception (Matrix #16). The group strongly recommended that the connection be completed between the existing Dentro de Lomas roadways and be classified as a Local Public Road in order to provide an additional route for fire emergency purposes. Staff recognizes the need for more connectivity in Bonsall but cannot apply a public road standard on private roads that were conditioned by a subdivision project. As such, staff is recommending to retain the Local Public Road classification on the existing Dentro de Lomas roadways and a Fire Access Road classification on the private roads completing the connection.

Key Issues*Caltrans*

The proposed CE road network is consistent with Caltrans' Concept Plan for State Route 76. Caltrans is planning for a six-lane roadway on State Route 76 from Melrose Avenue to South Mission Road and has improvement plans to build a four-lane roadway while purchasing right-of-way for six-lanes. Caltrans is also widening State Route 76 to four-lanes from South Mission Road to Interstate 15.

Unresolved Congestion

- Due to high forecast demand for this east-west route, State Route 76 continues to operate at a failing level of service with a six-lane classification. Staff recommended the six-lane classification with a narrower right-of-way and lower threshold capacity (Prime Arterial) because of the environmental constraints. To add capacity to State Route 76, Caltrans would need to construct grade-separated intersections, which is not part of their Concept Plan. Additional road capacity (10K+ ADTs) is available on Gopher Canyon Road.
- The increase in regional traffic volumes projected by 2030 impacts Old Highway 395. Obtaining sufficient right-of-way for four-lanes is recommended but staff recommends improvement to two-lanes north of the Interstate 15 interchange near Nelson Way.

Connectivity

Due to the steep topography, north-south connections are limited in Bonsall. Residents are constrained by the limited routes and are forced to travel on the same roads carrying regional traffic.

Environmental

The most significant traffic issue in this community—State Route 76—is a road that parallels the San Luis Rey River. Road widening on State Route 76 may produce environmental impacts. Also, steep topography in this community provides an additional constraint on widening existing roadways.

Fire Access

In an attempt to provide more connectivity, staff recommended that Wrightwood Road and Disney Lane be added to the circulation element as alternative north-south connections. The existing roadways have limited accessibility and were not considered as CE roads. However, recognizing that emergency access routes are necessary, staff recommended classifying the roads as fire access roads.

Board Alternative Map Network

A separate CE road network is not recommended for the Bonsall community.

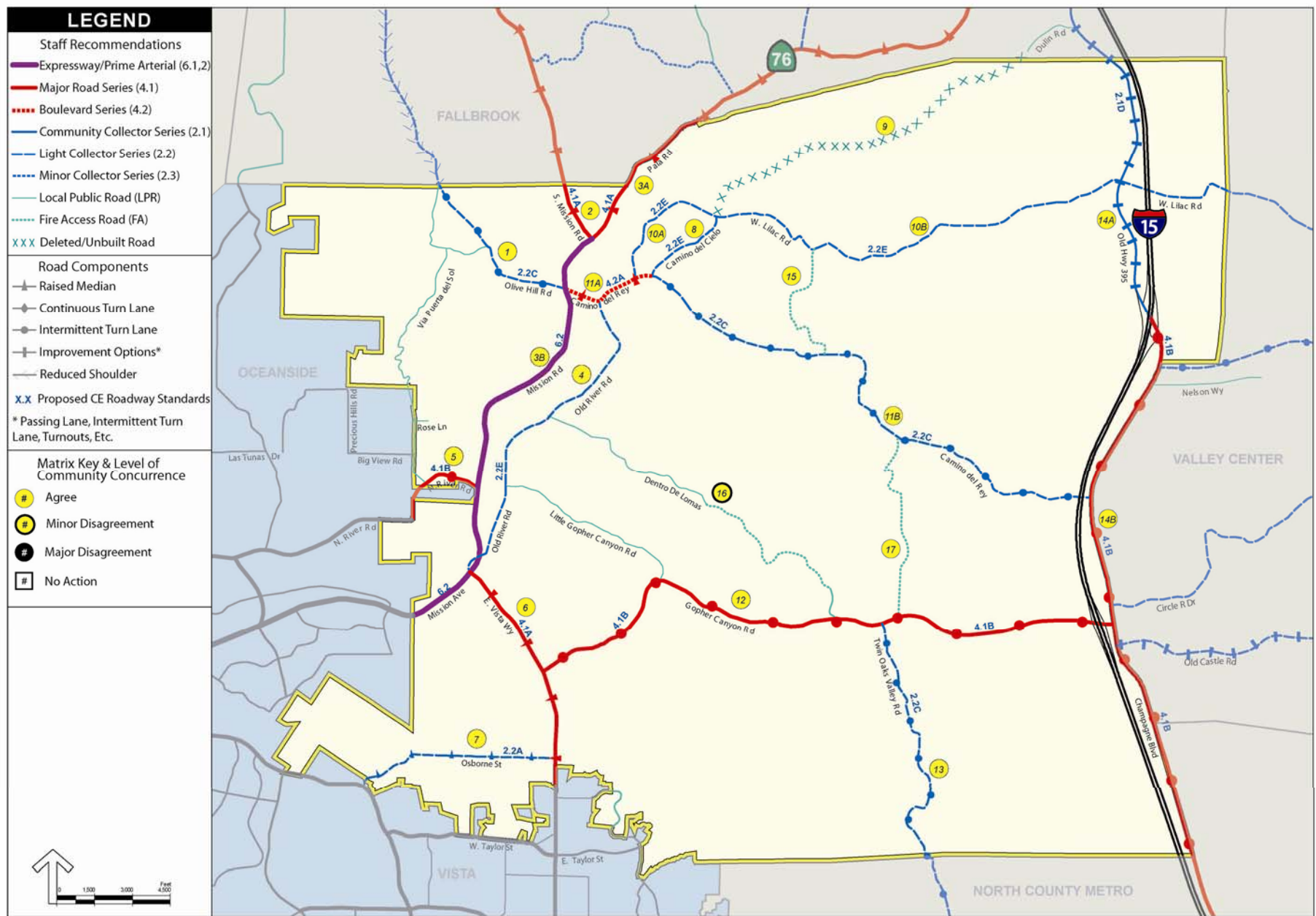


Figure BON-1: Proposed CE Road Network

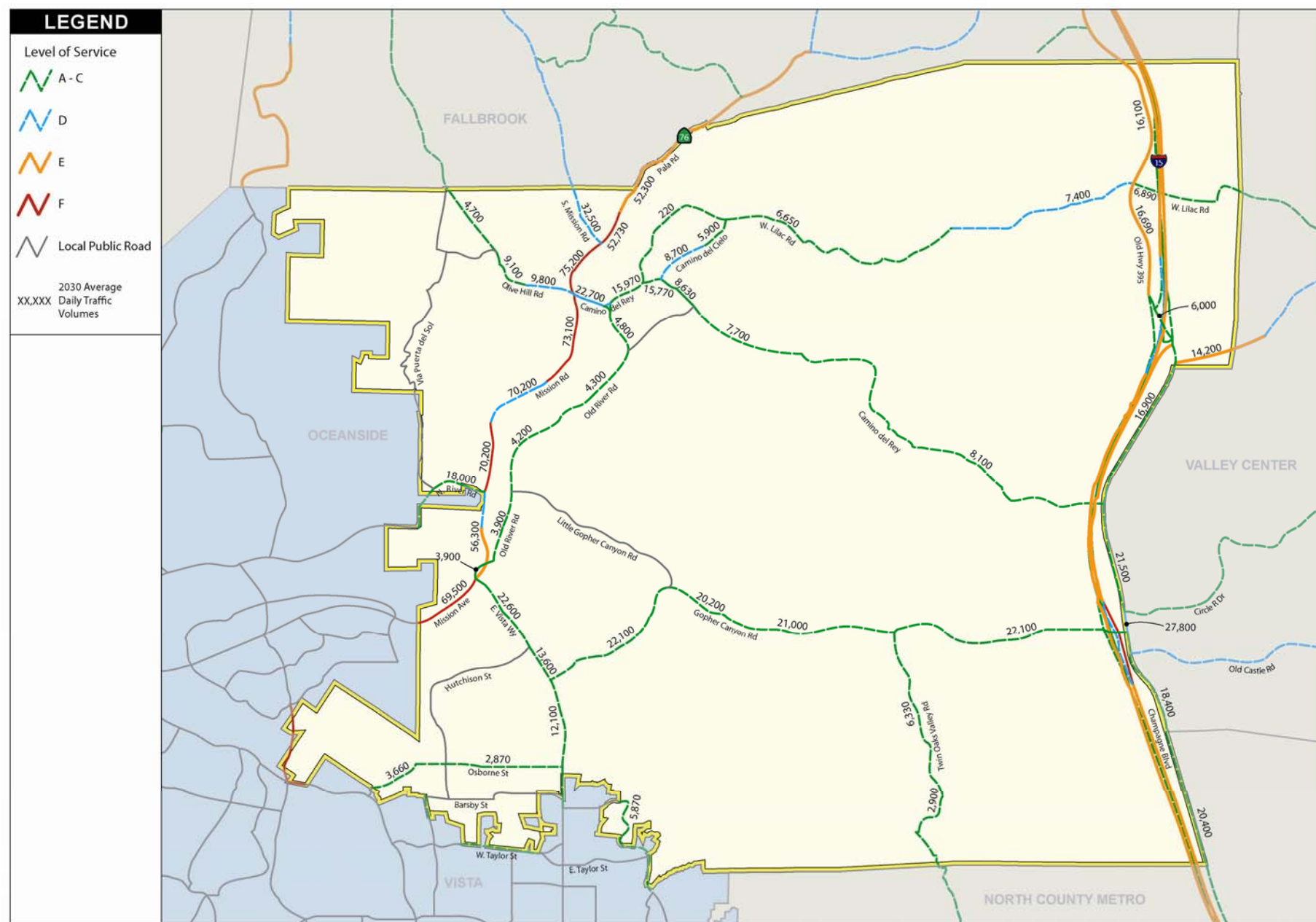


Figure BON-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network

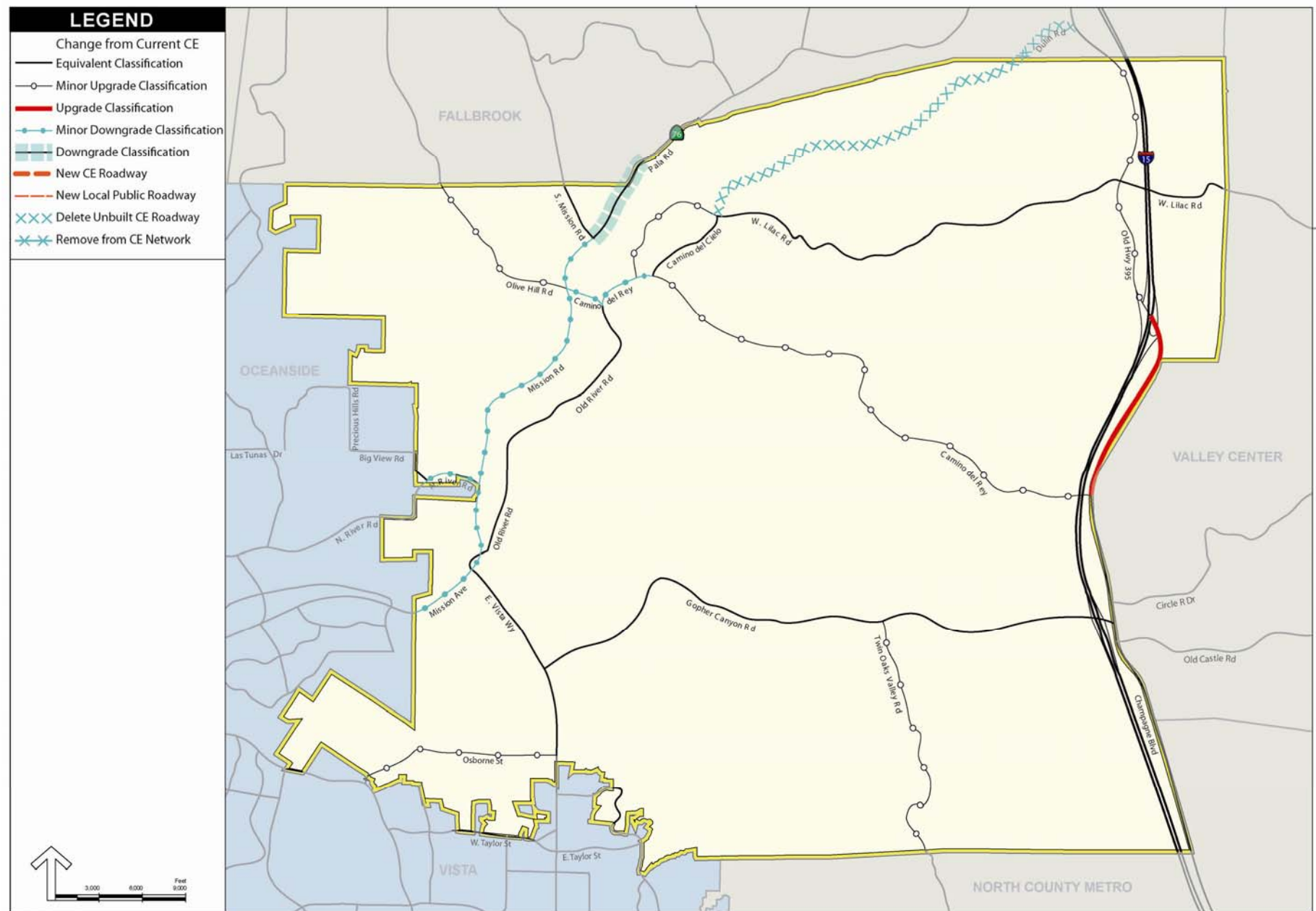


Figure BON-3: Changes to Current CE Network

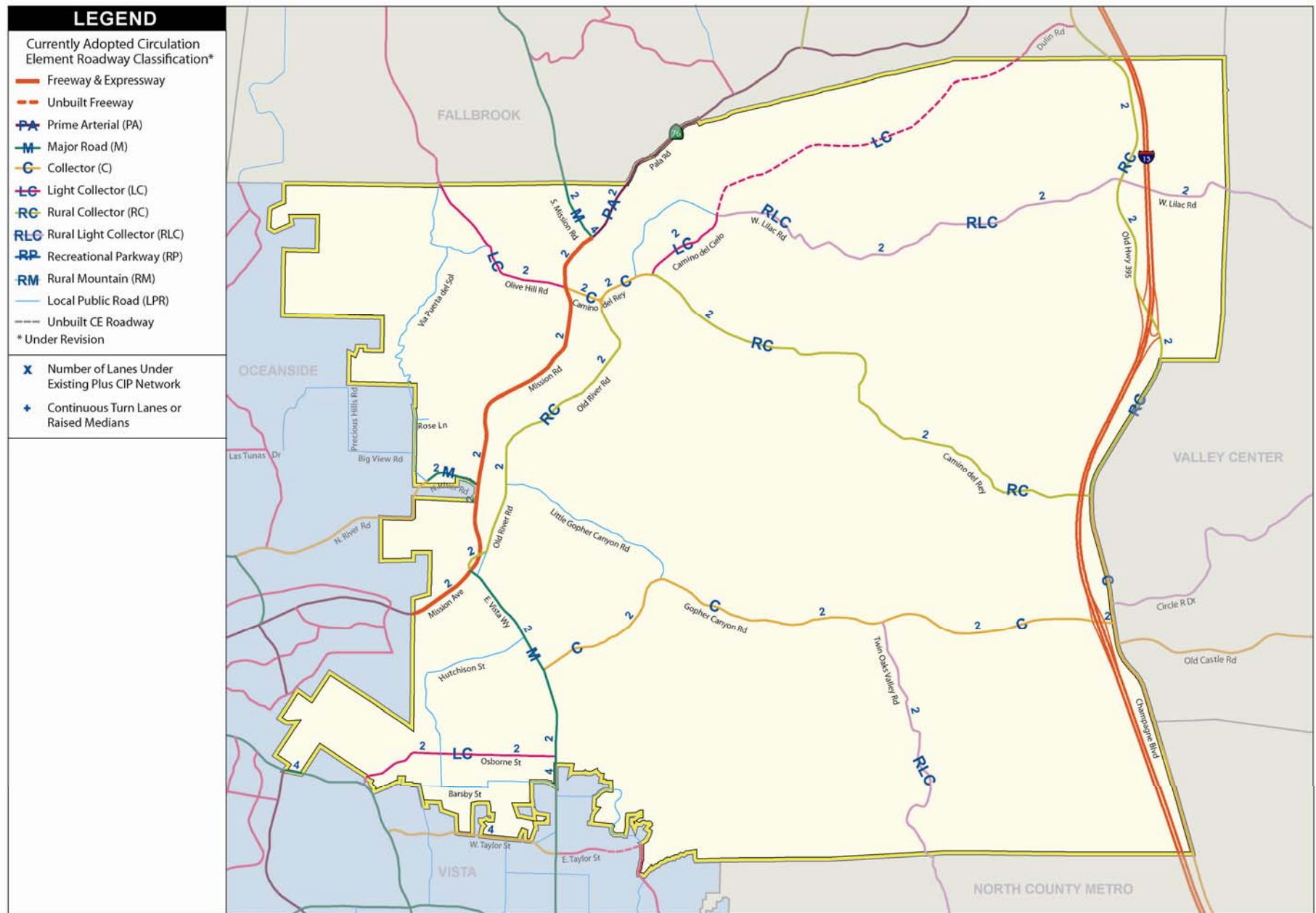


Figure BON-4: Existing Plus CIP Network

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|---|--|--|
| 1 Olive Hill Road (SC 100.1) <u>Segment:</u> Fallbrook boundary to SR-76 / Mission Road <u>Existing Condition:</u> 2 lanes / unbuilt (realignment) <u>Current Classification:</u> Light Collector (2 lanes) | Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses |
| 2 South Mission Road (SF 1305) <u>Segment:</u> Fallbrook boundary to SR-76 / Mission Road <u>Existing Condition:</u> 4 lanes with continuous turn lane <u>Current Classification:</u> Major Road (4+ lanes) | Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road with raised median classification is necessary to meet forecast traffic volumes <i>Build Consensus</i> – Consistent with Fallbrook Planning Group preference |
| 3A SR-76 / Pala Road <u>Segment:</u> Fallbrook boundary to South Mission Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Prime Arterial (6 lanes) | Downgrade Classification 4.1A Major Road with Raised Median (4+ lanes) | <ul style="list-style-type: none"> <i>Minimize Environmental Impacts</i> - Constrained right-of-way due to environmental constraints (San Luis Rey River) limits road widening <i>Minimize Costs</i> – Consistent with SANDAG RTP and Caltrans planned improvements <p>Note: Proposed classification will operate at LOS E/F (52.3 to 52.6K ADTs)</p> |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|--|---|--|
| <p>3B SR-76 / Mission Road</p> <p><u>Segment:</u> South Mission Road to City of Oceanside boundary</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Expressway (6 lanes)</p> | <p>Minor Downgrade</p> <p>6.2 Prime Arterial (6 lanes)</p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – 6-lane road classification is needed to accommodate high speed and high volume traffic; unmet demand could be accommodated by: (1) Gopher Canyon Road or (2) constructing grade-separated intersections • <i>Minimize Environmental Impacts</i> – Narrower right-of-way (Prime Arterial) recommended due to environmental constraints (San Luis Rey River) • <i>Build Consensus</i> – Consistent with Caltrans' Concept Plan for 6-lanes (plans to build 4-lanes and purchase a 6-lane right-of-way) • <i>Community Preference</i> – Incorporates Sponsor Group preference only if Caltrans uses the existing alignment <p>Note: Proposed classification will operate at LOS E/F (69.5K to 73.1K ADTs); 6-lane improvement is not funded in SANDAG 2030 RTP</p> |
| <p>4 Old River Road (SC 262)</p> <p><u>Segment:</u> Camino del Rey to East Vista Way</p> <p><u>Existing Condition:</u> 2 lanes (portion with raised median)</p> <p><u>Current Classification:</u> Rural Collector (2 lanes)</p> | <p>Equivalent Classification</p> <p>2.2E Light Collector (2 lanes)</p> | <ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses • <i>Minimize Environmental Impacts</i> – Constrained right-of-way due to environmental constraints (San Luis Rey River) |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|---|---|---|
| 5 North River Road (SA 430) <u>Segment:</u> City of Oceanside boundary to SR-76 / Mission Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes) | Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road classification is sufficient to meet forecast traffic volumes |
| 6 East Vista Way (SF 1304) <u>Segment:</u> SR-76 / Mission Road to City of Vista boundary <u>Existing Condition:</u> 2 lanes with continuous turn lane <u>Current Classification:</u> Major Road (4+ lanes) | Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – A 4-lane road classification is sufficient to meet forecast traffic volumes |
| 7 Osborne Street (SA 450) <u>Segment:</u> City of Vista boundary to East Vista Way <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes) | Minor Upgrade 2.2A Light Collector with Raised Median (2+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses <i>Build Consensus</i> – Sponsor Group has expressed the need for traffic calming measures; the raised median may provide a visual effect for traffic calming |
| 8 Camino del Cielo (SC 260) <u>Segment:</u> Camino del Rey to West Lilac Road <u>Existing Condition:</u> 2 lanes with raised median / portion unpaved (private road) <u>Current Classification:</u> Light Collector (2 lanes) | Equivalent Classification 2.2E Light Collector (2 lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses <i>Build Consensus</i> – Incorporates Sponsor Group preference for a lower design speed |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|---|--|---|
| 9 Dulin Road (SC 260) <u>Segment:</u> West Lilac Road to Fallbrook boundary <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Light Collector (2 lanes) | Delete CE Road | <ul style="list-style-type: none"> • <i>Minimize Environmental Impacts</i> – Road parallels San Luis Rey River • <i>Build Consensus</i> – Incorporates Sponsor Group preference |
| 10A West Lilac Road <u>Segment:</u> Camino del Rey to Camino del Cielo <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road | Minor Upgrade 2.2E Light Collector (2 lanes) | <ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses • <i>Build Consensus</i> – Incorporates Sponsor Group preference to complete connection of West Lilac Rd |
| 10B West Lilac Road (SC 270.2) <u>Segment:</u> Camino del Cielo to Valley Center boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes) | Equivalent Classification 2.2E Light Collector (2 lanes) | <ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses |
| 11A Camino del Rey (SA 100) <u>Segment:</u> SR-76 / Mission Road to Camino del Cielo <u>Existing Condition:</u> 2 lanes with median <u>Current Classification:</u> Collector Road (4 lanes) | Minor Downgrade 4.2A Boulevard with Raised Median (4+ lanes) | <ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road classification is needed to meet forecast traffic volumes • <i>Support Land Use Goals</i> – Realignment and lower design speed facilitates access of nearby facilities (e.g. community center, elementary school) and minimizes impacts to existing uses • <i>Surrounding Land Use</i> – Road traverses proposed San Luis Rey Regional Park; wider parkway accommodates non-motorized transportation |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|--|---|--|
| 11B Camino del Rey (SA 100) <u>Segment:</u> Camino del Cielo to Old Highway 395 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes) | Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses |
| 12 Gopher Canyon Road (SF 1415) <u>Segment:</u> East Vista Way to Old Highway 395 / Champagne Boulevard <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes) | Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses |
| 13 Twin Oaks Valley Road (SC 1170) <u>Segment:</u> Gopher Canyon Road to Twin Oaks boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector (2 lanes) | Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses |
| 14A Old Highway 395 <u>Segment:</u> Fallbrook boundary to Interstate 15 interchange <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes) | Minor Upgrade 2.1D Community Collector with Improvement Options (2+ lanes) <i>4-lane equivalent right-of-way should be retained in case of future need</i> | <ul style="list-style-type: none"> <i>Minimize Costs</i> – Excess traffic volume linked to regional 2030 traffic; improvement to 4-lane road is not recommended because it would attract regional traffic <i>Build Consensus</i> – Consistent with Fallbrook Planning Group preference; median option provides the maximum capacity for a 2-lane road <p>Note: Proposed classification will operate at LOS E (16.6K ADTs)</p> |

| CE Road Segment | Road Network Recommendations | Basis for Staff Recommendation |
|--|---|--|
| 14B Old Highway 395 / Champagne Blvd <u>Segment:</u> Interstate 15 interchange to North County Metro boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes) / Collector Road (4 lanes) | Upgrade Classification/ Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) | <ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes; accommodates potential traffic from proposed new roadway to/from Valley Center |
| 15 Wrightwood Road (via private road / Cottontail Lane) <u>Segment:</u> West Lilac Road to Camino del Rey <u>Existing Condition:</u> Unpaved / unbuilt <u>Current Classification:</u> Private road | Add as a Fire Access Road on the community map | <ul style="list-style-type: none"> <i>Maximize Traffic Movement</i> – Provides additional route for ingress/egress in the event of a fire emergency |
| 16 Dentro de Lomas Road (via Paseo Grande Road / Whisper Trace Road / Thorn Dale Road / North Fork Drive / Autumn Breeze Lane / Whisper Wind Road) <u>Segment:</u> Old River Road to Gopher Canyon Road <u>Existing Condition:</u> 2 lanes / unpaved / unbuilt <u>Current Classification:</u> Local public road / private road | Add as a Local Public Road and Fire Access Road on the community map <i>CSG Preference:</i> Add as a Local Public Road on the community map | <ul style="list-style-type: none"> <i>Build Consensus</i> – Incorporates Sponsor Group and local fire district preference to provide additional route for ingress/egress in the event of a fire emergency |
| 17 Disney Lane / Eagle Mountain Road / Via de la Reina <u>Segment:</u> Camino del Rey to Gopher Canyon Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Private road | Add as a Fire Access Road on the community map | <ul style="list-style-type: none"> <i>Maximize Traffic Movement</i> – Provides additional route for ingress/egress in the event of a fire emergency |